SHOCK ONLY SLIGHT AS LINER STRUCK ICEBERG

Marine, which owned the White Star line; the four surviving officers of the Titanic and Capt. Rostrom, of the rescuing ship Carpathia. In all likelihood other witnesses will be heard.

WOMAN TESTIFIES TO COURAGE OF MEN.

"We may hear, if they are sufficiently composed to tell it, the thrilling and gratifying story of two women passengers on the Titanic with thom I have had private conversation. One of them said to me: 'IN SAW, THERE WAS NOT AN AMERICAN MAN WHO JOSTLED A down. WOMAN.' Such words as these sink home. It is the one light we see in the horror and darkness of the tragedy.

"One of these women also has told me of the last they saw of Major Archibald Butt and Clarence Moore.

"I was in one of the last boats to leave,' she said. 'Major Butt and Mr. Moore assisted the women into the boats as though they were uthering them into a reception. Then they stood, bodies erect, and saluted us with a smile. That was the last we saw of them."

province. I am not a navigator. Mr. Ismay said he knew nothing per

Q. Where were you when you

simply said "Lower the boats!"

for firmay, accompanied by P. A. S. Amerika telling of having encoun-Q. Were you aware of the proximity of icebergs on Sunday? A. No; but I Two detectives trailed along region on Sunday night. at the Ritz-Cariton. Mr. Franklin and

somethy about the wireless equipment of great the committee was forced to adjourn to the East room.

BEGINS BY, SAYING THERE'S

NOTHING TO COMMENT.

"I believe," sald Mr. Ismay on takin

purpose of making an inquiry into this sphing to conceal. We welcome the inract. She was the last thing in shipnk, and underwent her trials, that O. Kindly describe her trial trips. A. cannot: I was not present. She left Southampton on the twelfth and arrived at Cherbourg the next evening. She left Cherbourg about mid-day Thureday.

weather was clear. We struck only a little fog on the third day. The accident took place on Sunday night. The exact time I do not know. I was asleep.

C. Decimes what you did at the time of the life boats are likely in the life boats? The life boats are minuten not knowing what had happened. I then get up and daked the steward. He replied he did not know. I then get up and daked the steward. He replied he did not know. I then get up and capt. Smith. I should say 45. The of boats were fairly well filled.

Q. Was there any struggling or just the boats by men? A. I saw none. I saw none.

LETP LINER ON THE myout.

then went to the engine room

I did not.

Q. Did you see the first lifeboat lowbeen on the Carpathia he had any.

Life on deck and there assisted

only speak for his side of the boat. He

Q. How were you dressed when you

are the ship? A. I had on my pajaman. only speak for his side of the boat. He was on the starboard side.

In passing the women and only speak for his side of the boat. He was on the starboard side.

SENATOR ASKE IF WOMEN HAD TO ROW SOAT.

"It has been intimated," said Senator Smith, "that the second lifebeat did not have there any more women?" and there was no response. There were no other passengers on deck where I stood. The boat was in the act of being lowered away. Then I got in.

Q. Did the other efficers seem to know of the serious character of the collision?

A. That I do not know.

Q. You went to the bridge and found the captain? A. Yes.

Only speak for his side of the boat. He was on board almost until side of the boat. He was on board almost until she cank.

Only speak for his side of the boat. He was on the starboard side.

Q. How were you dreased when you left the ship? A. I had on my pajamas, slippers, a suit of clothes and overcoat. Q. How many others were in the have the necessary number of men and that women were obliged to row from 11.30 o'clock until between 6 and 7 o'clock until between 6 and 7 orclock until so o'clock until between 6 and 7 orclock until between 6 and 7 orclock until between 6 and 7 orclock until between 6 and 7 orcloc

the captain? A. Yes.

G. On what part of the ship did you have your quanters? A. On deck H.

Mr. Ismay then explained that first he went to the sun deck, then deck A, and then deck B. His materoom was just any an hour and a quarter.

shaft the main companionway.

SAVS HE MADE TRIP TO SEE ou knew? A. I don't remember seeing any. There were a great many around me for a time, but I did not pick out

Q. Let me ask again why you took this trip. A. Well, the trip was voluntary and for the purpose of viewing the ship in action. I had no particular business for some years.

Q. Did you see Mr. Charles M. Mediterranean at noon last Thursday, a back to the purpose of viewing the ship in action. I had no particular business for some years.

Q. What were the cricumstances of the Ambrose Lightship at 2 P. M. and manager manager. to see what improvements no response. There were no other pas-

t the movements of the ship?

Lever! Perhaps I should correct

The was decided that we should not the preservers? A Nearly all I saw that Wednesday morning the same to the preservers.

When you consult with the captain the act of being lowered. I got in.

Q. Did you see any passengers with life preservers? A Nearly all I saw that life preservers.

Q. When you are all of the same that life preservers. close of Wednesday morning. That assessed before we left Queenstown.

G. Yes gould get to New York in that if I. A. Tes, there was nothing to passengers to enter your boat? A. I see there was nothing to did not.

You say the revolutions were inas the voyage proceeded?
They were as high as seventyon Sunday, the day before the

the proximity of icebergs? 4.1 Q. Did you see any other boat? A. Yes, one which we hailed. We get no

reg fields of los? A. I never saw an Q. Did you see any after? A. I did A No: we were going over the northern carry? A Twenty boats; sixteen unre before I saw the one we struck. ne Southern route for west bound

HEARD OF NO WARNING FROM

Q. Tell us about the actual sinking HE SAID HE HAD ONLY ONE SEAof the ship. A. I did not see her go MAN ON BOARD. I DON'T KNOW
down. I was rowing and had my back.
HOW MANY OTHER MEN HE HAD,
to her. I did not want to see her go HUT I SAW AT LEAST TWO WOMEN

the Titanic invo? A. Two, I believe.

Q. One was drowned I believe? A. Tes; so I understand.

Q. Were any of the members of the Titanic's erew members of the English Navy? A. I do not know. The ship's of-thiricen of the boats. Another had been

cers will tell you that.
Q. Were any of the lifeboats on the Thank borrowed from another White placed in another boat. At this time

the captain? A. Absolutely none, or any other officer. It is outside, of my

INSISTS HE DID NOT HEAR THE EXPLOSION.

there an explosion abou Titanie? Did her bollers explode? A. Not that I know of. I did not hear any

the order to lower the boats? A I was on the bridge with the captain. I don't tainly I should have.
"How fast do you say the ship was going?" asked Senator Smith suddenly. "Seventy-five revolutions," replied Mr.

simply said "Lower the boats!" As soon as I heard this order I left the bridge.

Q. What order or supervision was exserted in lowering the boats? A. I speak of only what I saw. The boat would be put in charge of an officer and lowered away.

Q. How many men were put in the star boats carried rafts, but these things. first boat to man it? A. I can't say. The officer will tell you.
Q. How many men manned your boat? The witness stated that the Titanic was

had struck the berg head-on she would in all human probability be affoat to-

A. Well, they were swung out on the the berg a glancing blow just aft of forecastle.

filled by the water? A. I do not know. docks? A. They were on the sun deck.
Q. How was the order given that the women and children should first go in the boats? A. It was the natural thing SHE HIT BERG.

plan of the Titanic's main

first. That was the order, and it was followed so far as I observed.

Q. Were all the women and children accommodated in the lifeboats? A. That I cannot tell you.

Q. How many persons were in your boat? A. I should say 65. The other boats were fairly well filled.

Q. Who dined with you? A. The ship doctor.

Q. Did the Captain dine with you.

neither ice nor bergs until Monday morning at daybreak. by see falling on the deck? A. I do not think so. I heard that there was some women were simply picked out and put think so. I heard that there was som in the boats. I helped to put in some ice on the deck, but I did not see any.

been on the Carpathia he had kept to

Cant Arthur Henry Rostrom, a clean the impression he created was favorable portionate room for the boats.

of events to see the new vessel of the company of the lifeboat you left in, was it nearly officer of the company on opposite where you stood? Yos, there of the urgent message from the officer of the builders. He of women in it. Then came the call, "are gave her position. It was 44.6 north and skilpper. gave her position. It was 4.46 north and skipper. 10.16 west. It was then 10.45 P. M., New York time. After talking with the wire-

> orders issued by him to doctors, stew-ards and other officials, which were very mplete in detail.

Q. Did you see any struggle between

Q. How long were you in the oper

Q. Did you see any other boat? A

EST OF HUMANITY. Capt. Rostrom said he made the fiftyeight miles to the position of the Ti-tanic in three and a half hours. He knew toebergs were ahead of him, but

tanic in three and a half hours. He knew toebergs were shead of him, but he took the risk of golms at full speed in the interest of humanity.

"At 2.40 o'clock A. M.," said the Capital bowed. He then went on to say that he had ordered from the inin, "I saw a flare about half point off that the part how. It seemed to me then the she gave the word. The first and section of the say that he had ordered from the start that no messages be sent except as he gave the word. The first and section of messages he sent were to the officery of the say that he had ordered from the say that he had ordered from the say that no messages he sent except as he gave the word. The first and section of the word of the say that he capital the say that he had ordered from the say that he had ordered from the say that he word. The first and cunard lines. It sighted an iceberg on the port bow. der boats and four collapsible.

Q. Were all the lifeboats accounted for? A. I believe so.

Q. When the Carpathia arrived was you know of a wireless messeleved by the Tilanic from the collapsible.

I sented an leeberg on the port bow. The third massage was a despatch to icebergs on either side, and several the Associated Press.

The AMERIKA.

You know of a wireless messeleved by the Tilanic from the collapsible.

Q. When you were continued in the port bow. The third massage was a despatch to icebergs on either side, and several the Associated Press.

The Amerika.

The Amerika.

The Amerika.

The Amerika.

The Amerika.

The Associated Press.

nocuvre again to get out of the ways of

REPEATS THE LAST MESSAGE FROM THE TITANIC.

Chairman Smith then took Capt. I POINTS OUT ON PLAN WHERE ceived by wireless from the Titanic.

at sea?" asked Senator Smith. "The captain, absolutely-legal and

time of the year.
Q. Do you know that he had informa

tion about icebergs. A. I can only speak for myself. I knew of the presence of ceived that the Titanic had struck. Capt. Rostrom then said again that he

the Titanic's passengers after you took them aboard? A. Of that I have no personal knowledge. I was on the morning the ship's doctor said to me that he could report a clean bill of health. I gave orders that they should have every comfort, and I know that

ON THE BRIDGE MOST OF THE HOW BIG LINERS WAY.

Capt. Rostrom was asked 'about the Carpathia, and he said twenty-as many Capt. Arthur Henry Rostrom, a clean cut Englishman with a bald spot, was then called to the witness chair. He is Titanic. His versel was of different the commander of the Carpathia, and construction and there was more pro-

York time. After talking with the wire-less operator, who assured me of the President of the United States to the

know anything of that?" tanic. This was after I had found the course from the chart. I then sent for the chief engineer, whom I instructed to order out a new watch of stokers and make all speed."

The Captain then gave in detail the the cruiser Chester, which we answered. "I heard," said the captain, "that

OF THE CAPTAIN.

At this point Serator Smith said: "Os

At this point Serator Smith said: "On behavif of my associates I want to say that we consider your conduct admirable. We are pleased to have you come here."

The Captain bowed. He then went on to say that he had ordered from the sitart that no measages he sent except as he gave the word. The first and second measages he sent were to the officers of the White Star and Cunard lines. The third massage was a despatch to the Associated Preus.

"Did any passengers with whom you talked see the Titante sink?" asked the chairman.

"The Associated Preus.

"The Captain bowed to have you come here was any experimental or rival service that interfered with the transmission of measages about the Titante disaster?" asked Benator Smith.

"I have talked but little to the operator." and Mr. Marconi. "But I understood there was interference, particularly on the Nova Scotia coast."

NEED OF MORE OPERATORS ON THE SMIPS.

wireless operator? A. I had no conversation with the wireless operator? A. I had no conversation with anybody on the Carpathia while I was there except the second of-sighted the first boat. We had to ma. SACRIFICE TO OCEAN SPEED MANIA

(Continued From First Page.)

truct passengers to put on life-preservers.

So thoroughly grounded was the belief of the cabin passengers that the litanic was unsinkable that few of them took the accident seriously. Women in evening dress walked out of the lounge rooms and joked about the situation. Passengers protested against getting into the lifeboots, although the ship was then sinking by the head. Mr. and Mrs. H. J. Allison and their little daughter remained on the ship and was the state of the life of the little daughter to the ship and was the ship was the ship was the ship and was the ship was the s

ad been placed in a lifeboat in charge of a nurse.

Isidor Straus and his wife did not appear on deck until an order had

Those who escaped in the first lifeboats were disposed to look on their expe-

some of the passengers had returned to their bertha

Nothing occurred to indicate to the passengers about the Titaale or moving away from the ship in lifeboats that the vesset would not remain affoat until relp should arrive, until the bollers exploded. Then the end was apparent to all. Men with life preservers strapped about their waists jumped overboard in shouls and some were ploked up by the boats which had not got far from the vessel.

As the last three lifeboats were jaunched the restrictions as to women and children were removed. It was a free-for-all then on the deck, where unskilled men-principally stewards—were tryfig to get the cumbersome boats overboard. Nearly all those who took part in that struggle for life are dead. Those wh survive are not anxious to talk about it.

Just before the Tilanic disappeared from view man and women leaped from the siern. As the portion of the vessel remaining above water aware up to

men in charge of the boats hovered about that green light. Occasionally corps

are them in swings in which they were housed to the Carpathia's decks.

The officers of the Carpathia, knowing the Titanic had gone down, were p

Four dead men were taken aboard thet Carpathia from the Titanic's beats

held Menday afternoon and yesterday afternoop.

Amons the survivors picked up by the Carpathia were several bables. These little ones were tossed overboard by their parents and rescued by the boats. The ideality of these orphans may never be determined.

or stitutons minimize the effect of wire-work? A. They do.

Mr. Marconi told the committee that

KILLS BABE IN MOTHER'S

ARMS AND SHOOTS WIFE.

Brooklyn Salconkeeper Then Turns

Weapon on Himself and Leaps

From Window.

Benjamin Gaffney, a young saloon-

keeper, of No. 506 Hicks street, Brooklyn, this afternoon shot and killed his

One is Better Off

double-strength ton. Save half.

White Rose

CEYLON TEA

And I suppose there are others. I do not know the names of a dozen people we picked up. I have not had the opportunity to talk to them."

Q. How many lifeboats could the Carpathia carry? A. She could be made to carry twenty-six boats. This would be enough to accommodate all her passengers.

Q. "How many could the Titanic have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there construction, but she could have carried." A. "I do not know just there can be all the said that this seemed to be the case.

"If he had not caught the message when he shd," said Marconi, "all might have been lost."

Q. Don't you think it ought to be incumbent on ships when a continuous wireless service attended to by operators? A. I certainly think it should be so, though perhaps it might be expensive attended to by operators? A. I certainly think it should be so, though perhaps it might be expensive.

Mr. Marconi went on to say that operators on British ships.

Mr. Marconi went on to say that operators on British ships.

Q. "Why does the Board of Trade of London not compell the farrying of ship itself as a lifeboat. It calls for wireless telegraphy with regard to dead. President Taft to-day accepted the construction plans to be so perfect shipping had been in practical use since an invitation to attend. Representa-

any ordinary means."

Q. "Do you know anything about the conditions about the Titanic at the time of the accident?" A. "I do not. land and Buenos Ayres. while I have heard the idle talk of some of the messengers. I do not place much reliance on it. I know wast small talk amounts to from and experience

ARE ETUIPPED WITH WIRELESS.

William Marconi, the wireless inventor board the Titanic. The operator was seven-months-old child, Thomas, in its under the direct orders of the Wireless mother's arms, shot and mortally company so far as commercial messages wounded his wife, Helen, and then put from the start. He told of his training aboard ship and how in last January he built," he said, "are practically unsinkwas given his latest charge.

"Big steamships as they are now der the orders of the captain of the out of a second-story window. Husband steamship two op- and wife were taken to the Long Island erators are assigned because of the large! College Hospital in a dying condition. sboard ship and how in last January ne was given his latest charge.

"I sailed from New York for the Mediterranean at noon last Thursday, a week ago," said the Captain, answering back to the power of a captain on board of ship.

Benator Smith's question, "We passed Benator Smith's question, "We passed "If," he asked, "a director or general "If," he asked, "a director or general "The extent of the carrying zone o'clock he went up into his fiat with a standard provided this morning and the young man began pouring in whiskey until he was wild-sparatus which could carry is 29 years old and his wife size of the Carpathia only one was car.

The Carpathia, he explained, was equipped with a short distance wireless apparatus which could carry is 0 years old and his wife.

"There has been a complaint." said less equipment of the Titanic which he shot entered the mother's head and she enator Smith, "that a message sent by said was very powerful, capsole of comfell to the floor. The slayer then turned the President of the United States to the municating 400 or 500 miles in daytime his weapon on himself, shooting himmunicating 400 or 500 miles in daytime and as high as 1,000 miles by night. ISMAY SEEMS BORED BY THE QUESTIONS.

There was no desire to ignore any manage from the President."

BENATORS PRAISE THE ACTION

There was no desire to ignore any manage from the President."

BENATORS PRAISE THE ACTION

Time last unday?" asked Senator Smith.

The communication with the Titanio at any time. It was that." and Mr. "I cannot answer that," Marconi.
The assistant operator of the Titanic,

Mr. Marconi was saked oo

TITANIC'S FIRST OFFICER ENDED LIFE BY BULLET AS SHIP SANK

(Continued from First Page.)

multitude of lost at that moment. Murdock may have known that the last desperate thought of the gray mariner was to get upon his bridge and die in command. That the old man could not have done this may have had something to do with Murdock's suicidal inspiration. Of that no man may

The wave that swept the skipper out bore him almost to the thwart a crowded lifeboat. Hands reached out, but he wrenched himself away, turned and swam back toward the ship.

Some say that he said, "Goodby, I'm going back to the ship," but he ever regained the bridge again. He disappeared for a moment, then reappeared where a rail was slip

SAW BOTH OFFICERS PERISH.

Moody saw all this, watched the skipper scrambling aboard again onto submerged decks, and then vanish altogether in a great billow.

As Moody's eye lost sight of the skipper in this confusion of waters it again shifted to the bridge, and just in time to see Murdock take his life. The man's face was turned toward him, Moody said, and he could not mistake it. There were still many gleaming lights on the ship, flickering out like little groups of vanishing stars, and with the clear starshine on the waters there was nothing to cloud or break the Quartermaster's vision.

"I saw Murdock die by his own hand," sald Moody, "saw the flash from his gun, heard the crack that followed the flash and then saw him plunge

self in the temple. He had only three cartridges in the revolver, and throwing he weapon from him he rushed to the window and leaped out. He was badly crushed by the fall.

An ambulance was summoned from the Long Island College Hospital, and the surgeon found both the man and young woman mortally injured. No one knew the cause of their quarrel.

FLYING ROCKS CRASH INTO NEW HAVEN TRAIN **FOUR PASSENGERS STRUCK**

Stamford Woman Suffers Fractured Skull and Three Others Are Badly Cut.

hurled by a blast, crashed through the New Haven Railroad train just east of Larchmont to-day injuring four per-persons, one probably fatally. Mrs Frank W. Bogardus of this city suf-fered a fractured skull and at the New Rochelle Hospital, to which she was hurried, it was said her condition was critical. Mr. Bogardus, the woman's husband, and ex-Mayor Edward J. Tup-per and Mrs. Tupper were badly cut about the head and face.

way to Atlantic City for a stay. The police are trying to place responsibility for the accident and arrests of the men concerned in the blast-

WASHINGTON, April 19 .- The first memorial services in memory of Major tive Hardwick (Democrat, Georgia) asked the President to attend memo Butt's home, when the President goes to Savannah. The President promised Representative Hardwick to do his

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